BOYCOTT ON ITS LAST LEGS

The Burlington Announces that It Will Resume Payment of Commissions.

Other Roads, It Is Thought, Will Now Hasten to Make Peace with the Alton-Financial Condition of the C., B. & Q.

A stunning blow to the boycott against the Chicago & Alton road has been dealt by the Burlington. General Passenger Agent Eustis, of the latter company, yesterday sent a communication to Vice-chairman F. C. Donald, of the Central Traffic Association, notifying him as a member of the board of rulings that the Burlington would be compelled to vacate its agreement with the board so far as it relates to the Detroit, Lansing & Northern, the Chicago & West Michigan and the Chicago & Grand Trunk. Mr. Eustis claims to have discovered, upon investigation, that all these roads are and have been ticketing passengers without reserve over the Alton road, and for the protection of his company he must therefore resume the payment of commissions to the agents of those lines.

What the Burlington has done the other Western roads will, it is declared, be forced to do, and it is admitted even by the representatives of the Eastern lines that the boycott has received a serious set-back. Some of the lines in the Central Traffic Association that have been religiously obeying the order of the board of rulings concerning Alton tickets, will, it is thought by some, in view of the turn affairs have taken, hasten to make their peace with that road. When the Burlington consented to discontinue the payment of commissions in Eastern territory it made certain conditions, which were all accepted by the board of rulings. Among these was an agreement that the Eastern lines should prorate with their Western connections, and bear their proportion of any reduced rates brought about by the boycott. The board has failed to carry out this part of ntract, several of refusing to prorate the loss entailed by the cut rates west of Chicago. If these roads maintain this position a few days longer the Burlington will, it is reported, vacate its entire agreement with the board, and, apparently, the boycott will be at an end.

Smokeless Locomotives Mention was recently made that the Baltimore & Ohio company was equipping a number of locomotives with smoke-consumers, to be used in yards at important terminals. The Chicago, Milwaukee & St. Paul is now building two locomotives in its shops at Milwaukee which will be tested, proposing to adopt the device if it works satisfactorily. A mechanic in the shops of the Chicago & Alton road has just invented a novelty in this line, from which great results are expected. In the Alton device two features are prominent. One is a pro-posed large saving of fuel by more perfect combustion, and the other is in doing away with the back pressure in cylinders caused by the contraction of the exhaust-tubes at the point of discharge into the smokestack, in order to produce the blast for draft and the abolition of the smoke nuisance. This will also remove the annovance to travelers of flying cinders and coal soot that invariably eticks like taffy candy to anything clean or white that it touches. Another strong feature is in the complete lighting of the engine by elec-tricity. The draft is supplied by a fan. or blower, which also is instrumental in bringing about increased combustion, by which the inventor, Mr. Cavener, of Chicago, believes he can save some 20 per cent. of fuel, and decrease the loss in combustion from 45 per cent., which is the accepted average, to something like 25 per cent.

The Financial Situation with the "Q." The attacks of the railroad wreckers upon the Chicago, Burlington & Quincy are serving to bring to light the real standing of the company in a financial way. The company has 6,000 miles of road unbonded, and several millions of their first 7 per cent, mortgage bonds on their main line in its treasury. It does not owe \$1,000,000. which is a very small floating debt for such a road to carry in the most prosperous times. Why, Lake Shore, which has over \$2,000,000 cash surplus over all liabilities, always owes about \$2,000,000, which it pays when traffic balances and other collections come in. The C., B. & Q. has against this over \$2,000,000 cash. It never had a floating debt, and its management is such that it will not have one. The public saw the spirit of the Chicago, Burlington & Quincy in the great strike, and it can show that spirit again. Only two roads have stood the Western collapse better than the C., B. & Q., and they are the Illinois Central and Chicago & Alton, and neither of them had nearly one year's strike and such losses in earnings as came from two years of crop failures.

Short Line Across the Centinent.

Reports from British Columbia state that the proposed Pacific, Peace River & Hudson Bay railway, talked of so much some time ago, is about to be carried through. Port Simpson, which would be the terminus of this important line, lies six hundred miles north of Vancouver, and has advantages as a railway terminus not possessed by any other point on the Pacific coast. It has one of the finest harbors in the world, and, being situated directly on the Facific coast, dispenses with the \$800 towage charged vessels going to Vancouver, Seattle and other ports. The total navigation and railway distance between Yokohama, Japan, and Liverpool, England, is 1.914 miles shorter than the Central Pacific or San Francisco routes. The distance from Port Simpson to Hudson Bay is only 1,450 miles, while from Port Churchill, on Hudson bay, to Liverpool it is forty miles shorter than from Montreal.

Personal, Local and General Notes. A company has been formed to develop a new stone quarry at Gosport, on the Indianapolis & Vincennes road. P. Laferty has been appointed agent of the Lake Shore road at Shepshewans, Ind.,

vice W. P. Smith resigned. The Chicago & Rock Island people are

looking for a large increase in their passenger traffic, now that they have a main line Spotters have been working on the Louis-

ville & Cincinnati Short-line. Four conductors have been dismissed, and others, it is said, will be. The average number of employes on the

New York Central in the year ending June 30, 1891, was 21,490. During the year \$13-331,864 was disbursed in wages. The Pennsylvania Company has given notice that all grain cars must be loaded to

their marked capacity, so great is the demand for cars all over its system. T. R. Cool, general yardmaster of the Vandalia lines at Logansport, has resigned to take a position with the Oliver chilled plow-works. He is succeeded by David

H. F. Smith, superintendent of terminals of the Louisville & Nashville road, has

been appointed general agent here of the East Tennessee, Virginia & Georgia railroad. The report that the Western Passenger

Agents' Association is to be dissolved and reorganized under the Western Traffic Association rules is denied by one of the com-George Jeffries, passenger conductor on

the Pennsylvania lines, who has been very low with typhoid fever, is slowly recovering, and was removed to his home in Logansport on Sunday last. Donald Rose uns resigned as agent of the

St. Louis Bridge & Terminal Company to take the position of agent of the Lehigh Valley & Wabash fast-freight line at Kaneas City, taking effect Sept. 1. The Pennsylvania Railroad Company is endeavoring to get its Erie line on a better paying basis, it being the poorest paying of the company's main lines east of Pittsburg.

in a short time, and a large grain tonnage is looked for. This additional traffic will largely increase the earnings of the Philadelphia & Erie.

W. A. Osmer, chief engineer of the projected Indianapolis, Logansport & Chicago line, is surveying a second line, which Passes through Circleville, Forest and Young America. The first line touched only Forest.

Since the 1st of the month the Big Four has received ten new engines. Six were switching engines and four freight engines. There are ten more to come, eight freight and two passenger engines. All will be delivered before the 1st of September. The Detroit division of the Wabash is be-

ing put in excellent physical condition. A steam-shovel at the Peru, Ind., gravel-pit is loading 130 cars a day with gravel for distribution on this division, a work which has been going on for three months.

The Big Four has reduced its force at its shops in Cleveland, where a large number of extra men were employed, so much was there to do in the way of car repairing. At neither the Brightwood nor the Mattoon shops has any reduction in force taken

Within the next eighteen months the Michigan Central will increase its passenger equipment one hundred coaches. The force at the Detroit shops is to be largely increased for the purpose of building this equipment, which will be needed during the world's fair.

The reported sale of the Chicago Belt line to the Chicago Union Transfer Company is denied by President Thomas and other officials of that road. They say the story is entirely without foundation, as no negotiations of any kind are pending for the sale of the Belt line.

The Chicago & Alton has organized a passenger association all by itself, but hopes to induce the Chicago, Kansas City & St. Paul and several other roads which are not pleased with the operation of the Western Passenger Association, to become members of the Charlton organization.

The accident near the insane asylum a few weeks ago on the St. Lonis division of the Big Four bids fair to cost the company \$30,000. Most of those injured have settled and nearly \$15,000 has been paid out. Now Capt. W. R. Myers offers to compromise at \$15,000. Of those now living he was much the worst injured.

J. J. Fagan, who has been appointed general freight agent of the Ohio Valley road, was, but a few years ago, the stenographer in the office of N. K. Elliott, superintendent of transportation of the Vandalia. The Terre Haute Gazette says he is one of the brightest men Terre Haute has turned out for the railroad service.

The Vandalia will, to-day, announce a one fare round-trip rate from Indianapolis to Missouri river points on harvest excursion tickets. West of the Missouri river one fare and one-third will be-charged on round-trip harvest excursion ticket. The other Indianapolis roads will, doubtless, fall in line and make a similar rate.

The Boston & Albany company is rapidly getting rid of all of its grade crossings. The work at ten crossings this year has been completed, and is nearing completion at sixteen more, and before winter six others will be done away with, making thirty-two this year. There will then be but thirty-nine crossings of highways at grade between Boston and Springfield,

Chairman Finley gave out a decision yesterday dismissing a complaint made by himself in June against the Chicago & Northwestern. The charge was violation of the rules of the Western Passenger Association in selling tickets through hotel ticket offices in Chicago. The evidence showed that the hotel ticket agent bought and sold the tickets on his own responsibility, and the chairman decided that the charge was not sustained.

Engine 25, on the Vandalia, Al Byrkit, engineer, yesterday afternoon, hauled train 20, consisting of nine cars, from Greencastle to the Belt road, thirty-seven miles, in forty-five minutes, coming to a standstill at the Belt road and running slow in the city limits, cutting the actual running time down to forty minutes. This is the fastest time ever made between the two points with a train of that number of cars, three of which were Pullman sleepers.

"Why the direct lines to Chicago are so sensitive over the part rail and part water lines running low rate excursions this year is hard to understand," says a passenger man. "In 1890 and 1889 these lines had a \$3 rate by the same routes for nearly three months, and they carried so few passengers that it was not thought worthy of making any fuss over or meeting the rates, espe-cially as the lines punished themselves the most by cutting into their local business.' Boston financial editors are booming the Mobile & Onio road. They talk of its increase in traffic the last year, and state that its net earnings for the year ending June 30, 1890, were 10 per cent, larger than in the preceding year. A railroad official, last evening, speaking of this bullish talk. said: "Dideyon ever notice that when D. J. Mackey wants to secure control of a road the Boston papers always begin to speak

favorably of it as an investment and a road

with a bright future."

It was rumored last evening that the Big Four would to-day announce a \$1 round-trip rate from Indianapolis to Chicago, the trains to run on Saturday next, when the Lake Erie & Western, in connection with its boat line, will run another Chicago excursion at \$2 for the round trip. The general talk in passenger circles last night was that should the Big Four do this the Monon and the Pennsylvania lines will take a hand in the fight, taking the position that the Big Four has been advertised enough by these cheap excursions. Contrary to expectations the Niagara Falls expursions of the Big Four this year were largely patronized, exceeding any former year since these excursions were inaugurated. The excursion last night from here was run in four sections, and every car in each train was loaded to its utmost capacity. Including Cincinnati excursions, the Big Four has this season carried to Niagara Falls 6,232 excursionists; from indianapolis proper 904 excursion tickets were sold. A large per cent. of those who went out last night came from the Peoria

apolis, however, was larger than ever be-The Indianapolis & Vincennes road is being improved physically from year to year in a manner which will place it among the best road-beds in Indiana within a few years. The road is 117 miles in length, and on it there are 117 bridges and trestles crossing streams. Within the last three years every structure crossing these streams has been renewed, and over the more important streams iron bridges have taken the place of wooden structures. Within that time fifty-two miles of new steel rails have been laid. One of the permanent improvements is constructing the platforms ground the stations of broken stone and cement. At over a dozen stations this style

& Eastern. The delegation from Indian-

of platform has been laid. The New Albany Ledger says: "The suit of Charles A. Russ, a traveling salesman, representing a Boston firm, against the P., C., C. & St. L. Railroad Company, for \$5,000, has been compromised by the defendants paying Russ \$1,200, the latter to pay the costs. The action was brought on July 25 last, Russ being ejected from a train at the Ninth-street depot, in Jestersonville, by Conductor Henry Vawter, who claimed that the thounsand-mile ticked presented by the passenger contained a signature different from that made by Russ in signing the ticket. Russ was forcibly put off the train, and, through his attorney, brought suit. Vawter, the conductor, was relieved from duty Saturday."

Blaine and Harrison All Right.

Brooklyn Times (Rep.) Mr. Harrison cares more for Republican success than for a renomination, and the evident attempt in certain quarters to draw a line of division between the administration and Blaine Republicans has seemed to him a portent of discord that needs to be checked at once. The President's attitude is manly, dignified and patriotic. His administration has been crowded with great achievements, and it implies no lack of appreciation on the part of the people that the old love of the Republican voters for their old leader requires of him the abnegation of his proper ambition to submit his course to the judgment, for approval or condemnation, of a popular vote. Mr. Blaine has never had a more loyal and faithful friend than Mr. Harrison. There will be no controversy or quarrel between them or their friends next

Progress. It is very important in this age of vast material progress that a remedy be pleasing to the taste and to the eye, easily taken, acceptable to the stomach and healthy in The company is arranging to handle more grain over this road. There are 1,000 grain qualities, Syrup of Figs is the one perfect cars now to be placed on the line, and more laxative and most gentle diurctic known.

Southern Indiana District—Mount for the main line of switzerland and Ohio—East Enterprise, Switzerland and Ohio—East Enterprise, Switzerland county, Aug. 25 to 28. Wm. H. Madison.

WOULD NOT ACCEPT A TRUCE

Lake Erie & Western Strikers Joined by Brakemen and Conductors Here.

No Freight Trains Moving on the System-Situation at Other Points-Prospect of a Settlement When Manager Bradbury Arrives.

LAKE ERIE & WESTERN STRIKE, Freight Brakemen and Conductors at This

Point Quit Work. There is some anxiety among railroad officials lest the strike on the Lake Erie & Western, which received an additional impetus here yesterday by the freight breakmen and conductors going out, will cause trainmen on other lines to become troublesome. There has not been a time when a strike could punish a road more severely than the present, so heavy is business with every day's earnings counting up into large figures. But on the Indianapolis lines the questions over which the Lake Erie & Western strike began have been settled, at least so far as the Big Four and the Pennsylvania roads are concerned. It is thought, also, that there is a conservative element among trainmen on a majority of the roads which is inclined to act fairly, if a company comes anywhere near living up to its agreements. It is claimed that agreements between railroad officials and employes are more closely adhered to now than at any time for years past.

Even in the instance of the Lake Erie & Western's difficulties it was considered this conservatism would for a time ward off any serious consequences. That particularly was the impression General Superintendent Hill and General Traffic Manager Parker had night before last when it was agreed between them and the committee of striking brakemen that the questions should be held in abeyance until General Manager Bradbury returned from Canada. That hope, though, was destroyed yesterday morning when the freight brakemen and conductors at this point went out and reports came of danger of the strike extending throughout the system. When General Superintendent Hill wired the committee at Lafayette, offering the over-time for thirty days until General Manager Bradbury could have time to return home, he having gone to Montreal for a vacation, the committee re-ported at once to the Lafayettee strikers the organization of the trainmen. The men were at first inclined to approve what had been done, as it seemed fair on its face. When a second thought, however, was taken, they concluded a thirty days' truce would not only sacrifice the advantage of a pressing business, but give the company time to prepare to fight the demand. The offer was therefore de-

The committe from Lafayette, therefore, again appeared before General Superintendent Hill and General Traffic Manager Parker yesterday morning and notifying them of the action en, renewed the demand 20 cents an hour for over-time, that is, time in service on the road over the schedule time. The brakemen and conductors in this city then went out. The only freight train run after that on all the divisions except the Muncie, was one from Michigan City to Peru. At the latter point the trainmen, getting the order to strike, also joined in the movement yesterday morning. The company then ordered that no perishable freight be received anywhere on the line, but the immense crop had begun to move and the strike is costing the company a great sum of money. General Manager Bradbury was notified at Montreal of the situation, and replied that he would leave at once for this city via Chicago, He cannot arrive, it is said, until Friday. The order to strike at this time and the refusal to accept the truce of thirty days, was characterized by General Traffic Manager Parker as taking "snap judgment" on the company, He said if the men had waited four or five days the matter could have had Mr. Bradbury's attention and probably been settled

without loss to either side. The strike immediately affects about 250 men, of whom only a few live in this city, and the dealings of the men with the comtrainmen's union at Lafayette, which is on the main line of the road. The demand for over-time, according to several of the strikers interviewed by a Journal reporter last night, was brought about by heavy work incident to a busy season. A brakeman on a local freight between Peru and Indianapolis said his train is scheduled to leave the first named place at 6 A. M., and to arrive here at 4:30 P. M. Instead, it is usually from four to ten hours late, and it has been known to arrive as late as 2 A. M., after five hours were spent in switching in the Noblesville yard. The trainmen, however, were expected be ready to return to work 6 o'clock in the morning For these extra hours they have, they say, received no pay, although a majority of other roads allow for ever-time. It is stated that an increase of wages from \$2.10 per day to \$60 per month for brakemen and \$99 for conductors has been demanded. The Indianapolis men, though, say they have not seen the schedule and do know whether this is true or General Traffic Manager Parker said the only question involved relates to over-time, and that allowance for it offers a temptation to trainmen to use unnecessary time on the trip so as to be able to claim extra pay. He claims that the railway companies which pay overtime are dissatisfied on that account. A settlement of the trouble, it was thought last night by both sides, will be accomplished to-day. If the company declines to accede to the demand the federated trainmen of other lines, if necessary, will be called upon to refuse to handle Lake Erie & Western freight. In the meantime, the behavior of the men has been such as to commend them in the eyes of the officials. Mr. Parker said that their mutual relations were of the pleasantest nature, and that while the men are idle, they are not drinking or in any way annoying the

The Strike at Other Points.

Special to the Indianapolis Journal. PERU, Ind., Aug. 18 .- The strike on the main line of the Lake Erie & Western railway made its appearance rather unexpectedly on the Indianapolis and Michigan City division last night at 10 o'clock, at which hour all the north and south-bound conductors and brakemen refused to work. As a consequence, all trains were abandoned, with the exception of a short one loaded with stock and ice, which Superintendent Deniston managed to get out for the south. All the morning locals are lying in the yards here; also, the work trains, in the yards here; also, the work trains, which were unsuccessfully attempted to be gotten out. It was a complete surprise, as it was thought this division would not be affected. Passenger trains are running regularly. Charles Hazelrig, the delegate of this division for the brakemen, says the demand of the men for an increase of pay and pay for over-time is but just. The scale of \$2.50 and over-time is what the Wabash and other large roads pay. The men seem determined in the matter, and are quiet and law-abiding. What action the company may take is not known. It is strongly hinted that the firemen sympathize with the strikers and will, if necessary, go out with him. Definite action is expected by to-morrow.

A dispatch from LaPorte says: The brake-

men on the Lake Erie & Western railroad in this city struck this morning in obedience to a telegram received from their brotherhood headquarters. Trains in the yards here were abandoned and the engines returned to Michigan City. The strikers demand extra pay for extra time; the same

as engineers and firemen receive.

At Lafayette there is no change in the situation of affairs in the Lake Erie & Western road. The freight brakemen are still out, and not a freight train has left nor arrived at Lafayette to-day. It is now believed there can be no settlement until the arrival of General Manager Bradbury, who is expected at Indianapolis Thursday. The company is refusing live stock and all perishable freight. The men were paid off to-day and all is orderly.
Word is received from Muncie that not a

and the Muncie switchmen, with several freight crews, are quietly awaiting the result of the strike. The Fort Wayne and Connersville branch through this city is still doing business, but each train is thought to be the last. An official of the road in the city says the trainmen will win inside of twenty-four hours.

LAUNDRY GIRLS' TROUBLE.

The Central Labor Union Committee Failed to Reach the Employes. There is no change in the laundry girls' trouble with their employers. The association of the latter was to have met yesterday afternoon to consider the demand of their employes and appoint a committee to confer with the Central Labor Union committee, to whom the girls had intrusted the management of their case. Louis E. Hastings, on behalf of the employers, told the committee that he would notify it where and when the conference could be held. If the association met, or appointed a committee, the other side was not informed, and Messrs. Kennedy and Grueile spent some time last night trying to learn what had been done. "It seems to me," said Mr. Kennedy, "the employers are trying to avoid us. They do not meet us as other business men do, and most of them are unable to say yes or no to anything. Their action to-night is unfair and one of broken faith. We desire a conference with the employers, believing we can clear away false impressions and hasten a settlement. Organized labor con-templates, invariably, all possible arbitra-tion by means of conferences before strikes

mittee. PENSIONS FOR VETERANS.

and boycotts are resorted to. We will make

another effort to meet the laundrymen to-

day." The Laundry Girle Union will meet

to-night to receive the report of the com-

Residents of Indiana and Illinois Whose Claims Have Been Allowed. Indiana ex-soldiers and their dependents have been granted pensions as follows:

Newman S. Snow, Joseph Bullett, Ner B. Ballinger, Nathan Modlin, Joseph Gatewood, John Gillespie, Robert N. Richeson, Henry C. Swafford, Isaac Dreibelbis, David R. Smock, Alford N. M. Dewitt, George Swords (navy), James H. Smith, John S. Critchfield, William W. Carter, Jackson N. Cotton, Leroy Harbison, Benjamin F. Neal, Joseph B. Phillips, Henry H. Fetta, George H. Sims, George Burk, Amos Underhille, Eleven R. Huff, John Brown-lee, Sylvester Elder, William Denny, Greenbury Huff, Charles W. Hardy, Mathias Schefer, Emer-son Shaw, Eli Wehrly, George H. Vannada, Jonas

Original Widow-Agnes Miller. TO RESIDENTS OF ILLINOIS. Original—Richard Drabing, James T. Thrush, Henry Brockman, Carl Luckhaupt, Charles H. Hill (navy), Jonathan J. Boyer, Solomon Euz-zard, George Speaker, Robert Dugan, John Dean, Frank Wellenbury, George M. Bangs, Edward Coultas, William Richardson, Lewis C. Marvel, Milton Frame, William P. Mc-Lain, Cyrus Tschupp, Jonathan Mars, Alford T. Shoot William Edwards, William Flowers, Mar-Shoot, William Edwards, William Flowers, Martin W. Burgh, Tobias Hartman, Nathan H. Mason, Edwin E. Foster, Henry C. Kelly, Charles W. Felts, Nathaniel C. Fessenden, Thomas Ball, Thomas A. Caldwell, George Wagoner, Charles J. Dowd, Jefferson Burcham, Jonathan Hampton, Oliver A. Hinsdell, Lafayette Leach, Theodore L. Blacklidge, James K. P. Briggs, James Con-rad, Alonzo S. Harpending, Lewis Martin, Will-iam Stamm, John W. Frazier, George W. Makinson, John Arthur, Corban W. Irwin, Stephen Bailey, John J. Delatour, George Wallace, John Brown, James R. Garrotson, Patrick Han-ley, John A. Hill, Edmund Root, Eli Barcus, James K. Hays, Adam Loos, Henry Foster, John A. Endres, Edward Lee, Henry H. Behymer, John H. Hughs, Wm. H. Butler, Harrison Jones, Lewis M. Roy, Merritt Mallory, George Taylor, John T. Carter, George Dunlap, Thomas F. Davy, Charles M. Grady, John T. Behrens, Peter Ander-son, Wm. H. Ambrose, Martin V. B. Kyle, Robt. Carr, Christian Ulrici, John Campbell. Additional—Samuel Haymaker, Bobert M. Cozart, Mines W. Cannon.

One Woman's Remedy,

New York Ledger. "It doesn't make the least bit of difference if all the doctors in creation say so. I just know better," exclaimed a mother of a family. "The theory may be all well enough. I grant that it is, but the practice is dangerous. I'll tell you my experience, and you can judge for yourself. A member of my family had an attack of pueumonia, and the doctor, after trying various remedies without avail, decided to apply towels rung out of hot water. He worked faithfully for some hours, renewing the applications as fast as the cloths cooled. It didn't take me long to discover that things were not going right, and I set out to study why. The patient grew worse; the pain increased and there were frequent attacks of chilliness, and it seemed to me some symptoms of congestion. As I said before, the theory was all right, but the practice wrong, so I ordered a quantity of glass fruit-jars with air-tight covers and rubbers prepared and filled with boil-ing hot water. The wash-boiler was placed on the stove, and also filled with hot water. Then all of the wet and damp garments were removed from the patient, and warm, dry ones substituted, and a dozen jars, each wrapped up in a large towel and se-curely pinned, were placed around him. His body and limbs were literally packed with them. When fairly settled, his first exciamation was: 'Oh, how comfortable! How much better than those wet things.

They chilled me every time I moved.'
"And from this and similar experiences I learned that wet cloths do really more harm than good, but a dry heat has all of the elements necessary, without any of the objectionable features of the wet applications. I may say that the patient was asleep within half an hour of the time the hot bottles were applied, and began from that moment to recover. There is no doubt of the efficacy of heat when used in disit should always be dry heat, unless a fullbath or foot-bath, with perfect dryness afterward, is indicated.

"The utmost care cannot prevent chilling if there are wet garments about the sufferer. Nearly all rheumatic, neuralgic and similar maladies yield almost immediately to the influence of dry heat."

Worked Like a Charm.

Detroit Free Press. A lady of this city has for the last six months regulated the air of her room by a glass transom. When the room was too close she opened the transom to admit air, closing it at night to prevent draughts and exclude noise. It worked like a charm until she discovered that there had never been any glass in the transom.

Brain Ballast. James Russell Lowell. There is no better ballast for keeping the mind steady on its keel, and saving it from all risk of crankiness, than business.

DISTRICT AND COUNTY FAIRS. In the subjoined list all dates are inclusive, and the name of the secretary of each

association is given: Auburn District-Auburn, DeKalb county, Sept. 7 to 11, Cal. Husselman. Acton District—Acton, Marion county, Sept. 8 to 11, T. M. Richardson. Benton and Warren-Boswell, Sept. 7 to 11, George W. Cones.

Bremen Agricultural—Bremen, Sept. 29 to Oct. 2, Henry H. Miller. Eastern Indiana Agricultural Association-Cendaliville, Nobie county, Sept. 28 to Oct. 2, J.

S. Conlogue.
Fairmount Union—Fairmount, Grant county,
Sept. 14 to 18, J. D. Lathan.
Fountain, Warren and Vermillion—Covington,
Fountain county, Sept. 14 to 18, Wm. H. Miles.
Francisville Union—Francisville, Pulaski Grange Jubilee and Agricultural Exhibition Association-Wirt Station, Jefferson county (Stony Point), Aug. 18 to 21, T. H. Watlington. Gosport District—Gosport, Owen county, Aug. 24 to 28, George B. Spicer.

Kentland Agricultural — Kentland, Newton Knightstown Fair-Knightstown, Henry county, Aug. 25 to 29, L. P. Newby.

Loogootee District Fair Company-Loogootee, Oct. 6 to 10, John Raney. Lawrence District-Lawrence, Marion county. Miami and Fulton-Macy, Miami county, Aug. 25 to 28, Dr. J. S. Wilson.

New Carlisle and Farmers' Union Fair—New Carlisle, St. Joseph county, Sept. 23 to 25, W. H. Northeast Indiana Agricultural—Waterloo, De-Kalb county, Oct. 5 to 9, M. Kiplinger. Northern Indiana and Southern Michigan Ex-

ibiting Association-Warsaw, Kosciusko county, Sept. 14 to 18, M. A. Wilcox.

Northern Indiana and Southern Michigan—
South Bend, St. Joseph county, Sept. 14 to 18, C. G. Towle. North Manchester Tri-County-North Manchester, Wabash county, Sept, 29 to Oct. 2, E. A. Oakland City Agricultural and Industrial— Oakland City, Gibson county, Aug. 24 to 29, Z.

Poplar Grove Agricultural, Horticultural and Mechanical-Poplar Grove, Howard county, Sept. 28 to Oct. 2, Robert T. Barbour. Remington Fair Association—Remington, Jas-per county, Aug. 25 to 28, O. M. Vickery. Southern Indiana District—Mount Vernon,

Vermillion Joint Stock-Newport, Vermillion county, Sept. 28 to Oct. 2, Lewis Shepard.

Warren Tri-County - Warren, Huntington county, Sept. 1 to 5, Wm. F. Swaim.

Washington and Clark-Pekin, Washington county, Sept. 8 to 11, Thos. H. B. Baker.

Wayne, Henry and Randelph-Dalton, Wayne county, Sept. 8 to 11, L. H. Davis.

Wayne County Fair Association-Hagerstown, Wayne county, Aug. 18 to 22, J. M. Lontz.

Northern Indiana and Southern Michigan Exhibition and Savings Association-Warsaw, Kosciusko county, Sep. 14 \$\infty\$ 18, M. A. Wilcox.

County Pairs.

Boone County Agricultural Association-Lebanon, Aug. 17 to 21, Levi F. Moler. Carroll County-Camden, Sept. 1 to 4, Z. A. Clinton County-Frankfort, Aug. 24 to 28, Jos. Heavilon. Daviess County-Washington, Sept. 28 to Oct. 3. James C. Lavelle. Dearborn County-Lawrenceburg, Aug. 18 to 22. John S. Dorman. Decatur County-Greensburg, Aug. 25 to 28 Ed Kessing. Delaware County-Muncie, Aug. 18 to 21, Marc. S. Claypool.
Dubois County-Huntingburg, Sept. 14 to 19, F. W. Katterhenry. Elkhart County-Goshen, Sept. 21 to 25, Thos. A. Starr. Fulton County-Rochester, Sept. 2 to 5, W. M. Loomis. Gibson County-Princeton, Sept. 7 to 12, S. Vet. Strain. Grant County-Marion, Aug. 25 to 29, J. F. Greene County-Linton, Aug. 31 to Sept. 5. James H. Humphreys. Greene County (Central)-Bloomfield, Sept. 14 to 19. R. T. Burrell. Hamilton County-Sheridan, Aug. 31 to Sept. 4, Will J. Woods. Hancock County-Greenfield, Aug. 18 to 21. Charles Downing. Harrison County-Corydon, Aug. 24 to 28, T. s. Getzendanner. Howard County-Kokomo, Aug. 31 to Sept. 4. Huntington County-Huntington, Sept. 8 to 12, Leon T. Bagley. Jay County-Portland, Sept. 29 to Oct. 2. H. J. Votaw. Johnson County-Franklin, Sept. 15 to 19, W. Knox County-Vincennes, Oct. to 12 17, Jas. V. Emmison. Lake County-Crown Point, Sept. 29 to Oct. 2.

George I. Maillet. LaPorte County-LaPorte, Sept. 29 to Oct. 2, W. A. Martin. Lawrence County-Bedford, Oct. 6 to 10, F. M. Miami County-Peru, Sept. 14 to 18, Fred W. Conradt. Monroe County-Bloomington, Sept. 14 to 13, John E. Edmondson. Montgomery County-Crawfordsville, Set. 7 to 12. W. W. Morgan. Marion County-Agricultural rooms, State-house, second Saturday of each month, Ida F. Newton County-Morocco, Sept. 15 to 19, Frank Noble County-Ligonier, Oct. 5 to 9, J. E. Mc Owen County-Spencer. Aug. 17 to 21, Mat Orange County-Paoli, Sept. 9 to 12. Harry M. Parke County-Rockville, Aug. 17 to 21, W. H. Perry County-Rome, Sept. 14 to 19, O. E. Rob-Pike County-Petersburg, Aug. 31 to Sept. 4, E. P. Richardson Posey County-New Harmony, Sept. 14 to 18,

Pulaski County-Winamac, Sept. 15 to 18, J

Putnam County-Bainbridge, Aug. 31 to Sept. Randolph County-Winchester, Sept. 8 to 11, Rush County-Rushville, Sept. 8 to 12, Charles F. Kennedy. Shelby County-Shelbyville, Sept. 1 to 5, E. E. Stroup. Spencer County-Rockport, Sept. 21 to 26, A. D Garlinghouse. Steuben County-Angola, Sept. 22 to 25, F. Sullivan County-Sullivan, Sept. 7 to 12, Jas. Spencer County-Chrisney, Sept. 28 to Oct. 3, P. C. Jolby. Trppecanoe County-Lafayette, Aug. 31 to Sept. 4, Mortimer Levering. Scott County-Scottsburg, Sept. 8 to 11, J. M. Shea, Secretary. Tipton County-Tipton, Aug. 17 to 22, W. R. Ogleby. Vermillion County-Cayuga, Aug. 17 to 21, J. 8. Grondyke. Vigo County-Terre Haute, Aug. 24 to 28, Charles C. Oakey. Wabash County-Sept. 22 to 26, George B Fawley Washington County-Salem, Sept. 1 to 4, E. W. Menaugh. Wayne County-Richmond, Aug. 25 to 28,

Housekeepers

Warren County-West Lebanon, Aug. 18 to 12

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